

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4316.

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TUESDAY, AUGUST 11, 1903.

二拜禮

號一十月八英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1860.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,000,000
Head Office—YOKOHAMA.

Branches and Agencies.
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIEN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT-STOCK BANK, LTD.
PARKS' BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.
HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "

TARO HODSUMI,
Manager.
Hongkong, 11th March, 1903. [10]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$5,500,000
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TONKIN, Esq., Deputy Chairman.
Hon. C. W. Dickson. Hon. R. Shewan.
E. Goetz, Esq. N. A. Siebs, Esq.
C. Michelau, Esq. H. W. Slade, Esq.
H. Schubart, Esq. E. S. Wheeller, Esq.
E. Shellum, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 24th July, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £34,374

HEAD OFFICE—HONGKONG.
Board of Directors—
Chan Kit Shan, Esq. J. Scott Harston, Esq.
Chow Tung Shang, Esq. J. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5%
Hongkong, 12th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Calcutta. Hankow. Tsingtau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTINU GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. SUTER,
Sub-Manager.
Hongkong, 23rd July, 1902. [16]

GUARANTY TRUST COMPANY OF
NEW YORK
(AMERICAN BANK).
ESTABLISHED 1864.

PAID UP CAPITAL U.S. Gold
\$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.
F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
PARR'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VŒUX ROAD.

General Banking and Exchange business
transacted.

INTEREST ALLOWED:

On Current Accounts at 2½ per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "

E. F. GROS,
Acting Manager,
Hongkong, 1st December, 1902. [16]

INTERNATIONAL BANKING
CORPORATION.

HEAD OFFICE—NEW YORK.
FISCAL AGENTS FOR THE UNITED STATES
OF AMERICA IN CHINA AND THE
PHILIPPINE ISLANDS.

Capital paid in ... Gold \$4,000,000, £ 820,000
Surplus (Reserve) Gold \$4,000,000, £ 820,000

Total Gold \$8,000,000, £ 1,610,000
Capital and Surplus authorised, Gold \$10,000,000
£ 2,055,000.

LONDON BANKERS:
THE NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

The Corporation buys and sells Bills of
Exchange, issue Letters of Credit and carries on
every description of Banking and Exchange
business. Money received on Current Deposit
Account at the rate of 2 per cent. per annum
on the daily balances, and on Fixed Deposit
as follows:

For 12 months, 4½ per cent. per annum.
" 6 " 4 " "
" 3 " 3 " "

HONGKONG BRANCH:
20, DES VŒUX ROAD, CENTRAL.
CHARLES R. SCOTT,
Manager.
Hongkong, 26th May, 1903. [16]

IMPERIAL BANK OF CHINA.
ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels:
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.
Branches and Agencies.
CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENSIN.
HANKOW.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
Places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:

per Annum Fixed Deposits for 3 months.

4 " " " 12 " "
5 " " " 12 " "

E. W. RUTTER,
Manager.
Hongkong, 1st January, 1901. [12]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.
(INCORPORATED BY ROYAL CHARTER, 1853.)

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-

HOLDERS £800,000

RESERVE FUND £725,000

INTEREST ALLOWED ON CURRENT
ACCOUNT AT THE RATE OF 2 PER CENT. PER
ANNUM ON THE DAILY BALANCES.

ON Fixed Deposits for 12 months, 4 per cent.

" 6 " 4 " "
" 3 " 3 " "

T. P. COCHRANE,
Acting Manager.
Hongkong, 18th May, 1903. [11]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1903.

[19]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARK
SINGAPORE, COLOMBO and BOMBAY	BANCA (Calling at Penang if sufficient) J. B. Feigusson	About 14th August	Freight only. inducement offers.
SHANGHAI	CHUSAN W. W. Cooke, R.M.E.	About 14th August	Freight and Passage.
LONDON, &c.	BENGAL G. Phillips	Noon, 15th August	See Special Advertisement.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 11th August, 1903. [14]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
BINGAPORE, PENANG, COLOMBO, ADEN, SUZZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES
*KIAUTSCHOU	WEDNESDAY, 19th August.
BAYERN	THURSDAY, 30th September.
ZIETEN	WEDNESDAY, 30th September.
SEYDLITZ	WEDNESDAY, 14th October.
ROON	WEDNESDAY, 28th October.
PREUSSEN	WEDNESDAY, 11th November.
HAMBURG	WEDNESDAY, 25th November.
PRINZ HEINRICH	WEDNESDAY, 9th December.
KONIG ALBERT	WEDNESDAY, 23rd December.
KIAUTSCHOU	WEDNESDAY, 6th January, 1904.
SACHSEN	WEDNESDAY, 20th January, 1904.
BAYERN	WEDNESDAY, 3rd February, 1904.
ROON	WEDNESDAY, 2nd March, 1904.

* Steamers of the Hamburg-Amerika Line.

ON WEDNESDAY, the 19th day of August, 1903, at Noon, the Steamer "SACHSEN,"
of the NORDDEUTSCHER LLOYD, Captain W. Franke, with MAILED,
PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and
GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 17th instant, Cargo and
Specie will be received on Board until 5 P.M., on TUESDAY, the 18th instant, and Parcels
will be received at the Agency's Office until NOON, on TUESDAY, the 18th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Linens can be washed on board.

WE HAVE JUST UNPACKED

A NEW SHIPMENT OF SUMMER COSTUMES,

IN WHITE AND COLOURED MUSLIN,
GRASS LAWN, AND SILK AND LINEN.

Twenty different Colourings, New Materials,
fully Cut, in the new shape Skirt, with
Bodice piece and Sleeves.

EXCEPTIONAL VALUE, FROM \$12 EACH.

LANE, CRAWFORD & CO. [732]

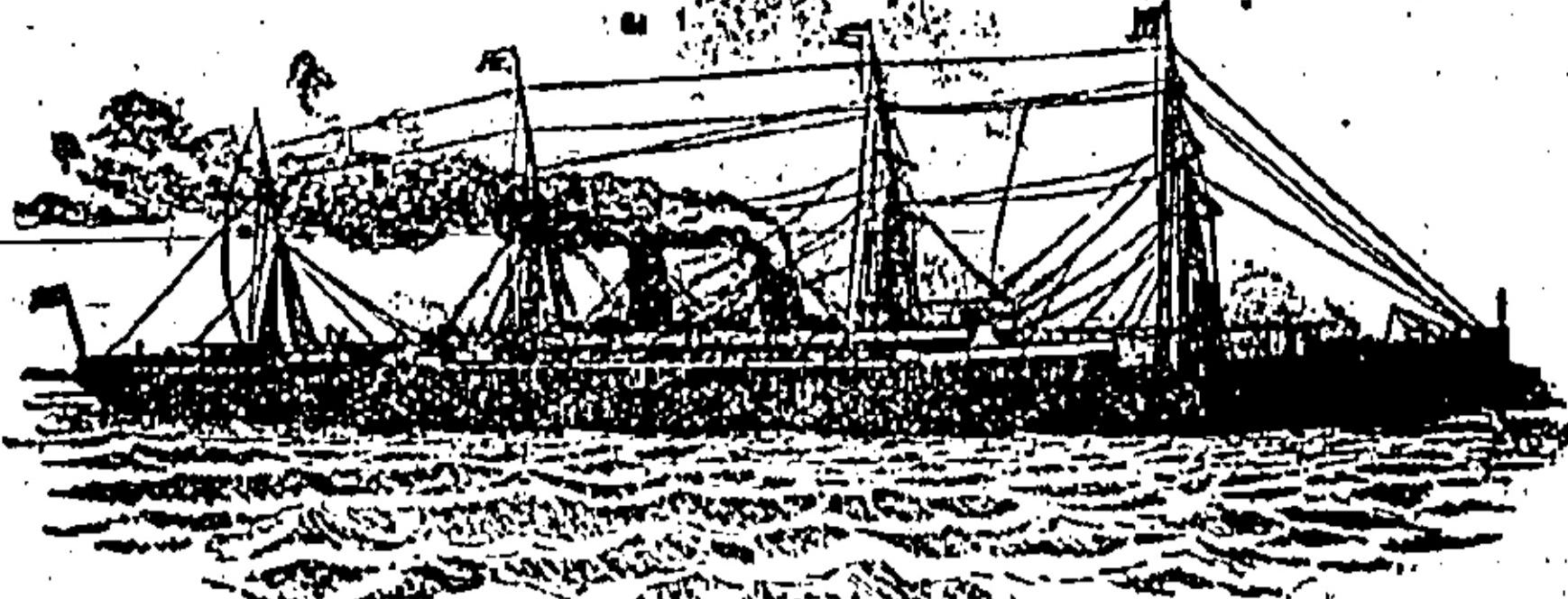
THOMAS' HOTEL.

A FIRST CLASS HOTEL, comfortably furnished; and most centrally situated, being in
close proximity to the Banks and principal business places.

SPECIALLY REDUCED SUMMER RATES.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.
"HONGKONG MARU" FRIDAY, 14th August, at Noon.
"CITY OF PEKING" SATURDAY, 22nd August, at Noon.
"DORIO" TUESDAY, 1st September, at Noon.
"NISSON MARU" TUESDAY, 8th September, at Noon.
"SIBERIA" WEDNESDAY, 16th September, at Noon.
"COPTIC" SATURDAY, 26th September, at Noon.
"AMERICA MARU" SATURDAY, 3rd October, at Noon.
"KOREA" TUESDAY, 13th October, at Noon.
"GAELO" WEDNESDAY, 28th October, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The T.K.K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, the 14th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Offices addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 4th August, 1903.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN" 3,882 Tons WEDNESDAY, 12th August.
"EMPERESS OF INDIA" 6,000 WEDNESDAY, 26th August.
"EMPERESS OF JAPAN" 6,000 WEDNESDAY, 23rd September.
"TARTAR" 4,475 WEDNESDAY, 7th October.
"EMPERESS OF CHINA" 6,000 WEDNESDAY, 21st October.
"ATHENIAN" 3,882 WEDNESDAY, 4th November.
"EMPERESS OF INDIA" 6,000 WEDNESDAY, 18th November.
"EMPERESS OF JAPAN" 6,000 WEDNESDAY, 16th December.
"TARTAR" 4,475 WEDNESDAY, 30th December.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 Hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRAUDTAMPFER DIENST.

Taking cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS. SAILING DATES.
BADENIA HAVERE and HAMBURG. { 12th August. } Freight.
Roden (Calling at SINGAPORE and PENANG).
SITHONIA HAVERE, ANTWERP, and HAMBURG. { 29th August. } Freight.
Hildebrandt (Calling at SINGAPORE and COLOMBO).
KONGSBERG HAVERE, BREMEN and HAMBURG. { 12th Sept. } Freight and Passengers.
Mayer HAVERE and HAMBURG. { 23rd Sept. } Freight.
ANDALUSIA (Calling at SINGAPORE and COLOMBO).
ABESSINIA HAVERE and HAMBURG. { 7th October. } Freight.
ARABIA (Calling at SINGAPORE and PENANG).
Bähle NEW YORK. { 18th August. } Freight.
For further Particulars, apply to HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 7th August, 1903.

Shipping Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONTAM" 2,303 tons Captain H. D. Jones.
"POWAN" 2,338 G. F. Morrison, R.N.R.
"FATSCHAN" 2,200 A. W. Dix, Jr.
"HANKOW" 3,073 C. V. Lloyd.
"KINSHAN" 1,860 J. J. Lucas.

Departures from HONGKONG to CANTON daily at about 7 A.M. and 10 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5:30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons Captain W. E. Clarke.

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. Sunday Do. from Macao to Hongkong daily at about 7:30 A.M. excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING" 560 tons Captain R. D. Thomas.

"SAINAM" 588 B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow, for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD

Hongkong, 4th August, 1903. [357c]

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL COSTUMES AND
FANCY DRAPERIES
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.
PATRONAGE RESPECTFULLY SOLICITED.

THEY HAVE ARRIVED

57 HEINZ
Varieties of good things
for the table.

Do you know that HEINZ SWEET PICKLES are known throughout the world for their delicate aromatic flavor and distinctive virtues?

THE MUTUAL STORES,

25, Des Voeux Road Central.

Hongkong, 29th June, 1903. [553c]

HOTEL CRAIGIEBURN,
PLUNKET'S GAP, THE PEAK, near the TRAN TERMINUS, Tel. 56.

For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1900.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and Loftly Rooms Elegant Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to THE MANAGER. [1339c]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER von WELSBACH Co., VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co., CONNAUGHT HOUSE.

931c

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams: "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]

GO TO THE

KOWLOON HOTEL,
KOWLOON.

FRANK F. JEWELL, Manager.

J. W. OSBORNE, Proprietor.

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

A SPECIAL GENERAL MEETING of the Members will be held TO-MORROW, 12th AUGUST, 1903, at 3:30 P.M., in the CHAMBER ROOM, City Hall, Hongkong, on SATURDAY, the FIFTEENTH day of AUGUST next, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for a year's leave of absence.

Notice is given of the Names of

PHILIPPINE OPIUM TRAFFIC.

In a leading article on the opium traffic in the Philippines, the *Cableneur* states that the papers report that the Philippine Commission has prepared a bill for the regulation of the opium traffic in the islands, under which a monopoly of the business will be put up for competitive bidding and sold to the highest bidder, as was done under Spanish rule. The revenue derived from the monopoly the Commission propose to employ in sending young Filipinos to this country to be educated, building additional school-houses in the islands, and increasing the pay of the local teachers. All opium imported will be recorded, all sales will be recorded by the owner of the monopoly, with the name and address of the purchaser and all sales will be prohibited except to full-blooded Chinamen. It is said that this is substantially the method which the English and the Japanese have adopted. The revenue to the Government under the Spanish system was \$6,000,000 a year, but it is anticipated that under the regulations proposed by the Commission the sales will be less and the Government income accordingly less. Details of legislation must necessarily be left largely to the Philippine Commission until an efficient system of self-government is organized, and then it must be left to the self-government body, subject to a certain measure of control by the Commission.

TRADE WITH FORMOSA.

In days like these, Englishmen cannot afford to ignore any one of the markets of the world; indeed, the smallest of them has to be watched, lest we find ourselves outstripped by our competitors. Not the least interesting, therefore, of the many interesting pages of Mr. J. W. Davidson's new work, "The Island of Formosa," are those in which he gives details of the import trade of that island since the Japanese annexed it in 1895. Formerly the bulk of the goods came necessarily from or through China; now they come, with equal naturalness, from or through Japan. In 1901, Mr. Davidson tells us, Japan had more than a third of the import trade; for her goods, of course, were admitted free of duty. Our own trade with the island between 1895 and 1900 fluctuated somewhat, being most considerable in 1899, declining in 1899, and rising a little in 1903. On the other hand, America's trade with Formosa rose steadily year by year, until, in 1900, it surpassed our own. Of course, figures are apt to be fallacious, and it is possible that a satisfactory proportion of the goods which reach Formosa through Japan are produced in Britain or in British India. Formosa has a penchant for our machinery, locomotives, bridge material, scientific instruments, hardware, chemicals, patent medicines, paints, and condensed milk—a list to which additions might no doubt be made if our manufacturers would consult more closely Formosa's needs.—*Globe*.

Intimations.

WANTED.

A BRITISH MALE TEACHER for a Private School in Hongkong.
Apply to—
"M.M."
C/o this Paper.
Hongkong, 6th August, 1903. [944e]

THE ROBINSON PIANO CO., LTD.

PIANO CLEARANCE SALE.

MUST be sold to make Room for New Stock. 200 PIANOS now being Manufactured in Europe and Hongkong for Coming Season. These Pianos will be of guaranteed quality and will be sold at exceptionally low prices.

RONISCH (Owner's Property) ... \$400

SQUIRE (Owner's Property) ... 350

BORD (Owner's Property) 285

WERNER, UPRIGHT GRAND
(Owner's Property) 450

KELLY (Owner's Property) 200

HOPKINSON \$550 300

HORIZONTAL GRAND (Se-
cond-hand) 900 100

KRELL 800 450

NEEDHAM 800 450

ROBINSON PIANO CO., LTD. 475 400

Do. 475 400

Do. 575 450

Do. 650 450

Do. — 300 150

SELF-PLAYER 900 150

RACHALS 750 400

And about 50 others at equally low prices for Cash or on the Hire Purchase system.

Will be stored until required if necessary.

Hongkong, 6th August, 1903. [4148]

Intimations.

THE CHINA & JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.

PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS.

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—ICE HOUSE ROAD,

For full Particulars, &c., &c., Apply to
W. STUART HARRISON,
A.M. INST. C.E.,
Manager.
Hongkong, 2nd April, 1903. [2]

MACEWEN, FRICKL & CO.
have undertaken the Sole Agency in
Hongkong for

A Pure LAGER BEER excellently
Suitable for Hot Climates.

A Refreshing Beverage.

\$16.00 per case of 8 doz. pks.

or
\$2.00 per doz.

3, Duddell Street,
Hongkong.

18th June, 1903. [650e]

CHINESE AMERICAN COMMERCIAL COMPANY.

司公美華
IMPORTERS, EXPORTERS AND
MANUFACTURERS.

THE Company's OFFICES are established
at Nos. 20 and 21, CONNAUGHT
ROAD opposite DOUGLAS PIER.
Hongkong, 1st May, 1903. [543e]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SAINTIARY SOFT SOAP.

DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 1st March, 1907. [192]

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary,
so, Queen's Road, Central.

Hongkong, 28th November, 1902. [129c]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA);

DENTIST,
No. 26, Connaught Road Central,
Hongkong, 9th February, 1903. [120]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice House Rd.

S. now in a position in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.

Hongkong, 22nd September, 1903. [45]

Intimations.

A CONTENTED WOMAN.

Aside from form or features, she has an attractiveness all her own. The bloom on her cheek, the elasticity in her step, the ring of her voice, her enjoyment of life—all these are magnets which draw others to her side. Wonderful and valuable as it is, health is not so difficult a thing to obtain as some discouraged ones think. Most of the troubles of women arise from impure blood, impaired nutrition, low vitality and general debility. Modern science furnishes the most successful of remedies for these conditions—namely

WAMPOLE'S PREPARATION.

It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Taken before meals it improves the appetite, makes fat, restores youth, enriches the blood and cures those weaknesses peculiar to the sex, which are the seat of their troubles. It is a blessing to Tired Wives, Nursing Mothers and Girls growing into womanhood. It colours the pale faces and rounds out the hollow chests. In a word, it nourishes and develops the entire body, and brings happy surprises to feeble, hopeless and discouraged sufferers. Dr. E. J. Boyes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It is the typical medicinal success of our age, for time has proved our claims are supported by results, and a remedy which acts in harmony with nature's own efforts and processes. No demand has been made upon it for relief and cure, that has not met with instant response. One bottle convinces. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is imitated. Sold by chemists here and everywhere throughout the world and A. S. Watson Co., Limited.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best; "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

Consignees.

IMPERIAL GERMAN MAIL LINE,
NORDDEUTSCHER HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNNEES.

THE Steamship

"KIAUTSCHOU,"

of the HAMBURG-AMERIKA LINIE, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 P.M., on the 4th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 11th instant, at 10.30 A.M.

All Claims must reach us before the 15th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER-LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 5th August, 1903. [653c]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNNEES OF CARGO per Steamship

"HONGKONG MARU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

E. W. TILDEN,
Agent.

Hongkong, 5th August, 1903. [1]

NOTICE TO CONSIGNNEES.

THE P. & O. S. N. Co.'s Steamship

"SUMATRA,"

FROM ANTWERP, LONDON, PORT SAID, SUZU, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.

Goods not cleared by the 11th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claim will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 6th August, 1903. [4]

Auctions.

PUBLIC AUCTION

OF
VALUABLE LEASEHOLD PROPERTY

situate in
ELGIN STREET, Victoria, Hongkong,
in 2 Lots,

on
FRIDAY, the 14th August, 1903,
at 3 P.M.,
at his
AUCTION ROOMS, DUDDELL STREET,

by
MR. GEO. P. LAMMERT,
Auctioneer.

Mr. F. L. Sommer,
Auctioneer.

LOT 1.—All that Piece of Ground registered in the Land Office as Section B of Sub-section No. 6 of Section A of Inland Lot No. 120 with the Message thereon No. 23, Elgin Street. Annual Crown Rent \$2.80.

LOT 2.—All that Piece of Ground registered in the Land Office as Section C of Sub-section No. 6 of Section A of Inland Lot No.

Intimations.



A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS,

ESTABLISHED A.D. 1841.

C L A R E T S .

	Per Case	Per Case	Per Case
ST. ESTEPHE	\$ 8.00	\$ 9.00	
ST. JULIEN	10.00	11.00	
LA ROSE	13.50	14.50	
CHATEAU HAUT BRION LARRIVET	20.00	22.00	
CHATEAU MOUTON D'ARMAILHAC	24.00	26.00	
CHATEAU PONTET CANET	28.00		
CHATEAU LA TOUR CARNET	33.00		
CHATEAU RAUZAN	48.00		
CHATEAU LAFITE	54.00		

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

THE CHATEAU BRANDS are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co.,
LIMITED,
THE HONGKONG DISPENSARY.

TELEPHONE NO. 26.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. H. C. COPE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17A, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902.

[728d]

CARMICHAEL AND
CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. H. C. Code, 4th Edition.

Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, 20th March, 1903.

[3550]

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MSS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$10 per annum.

The rates per quarter and per month, proportional, the daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.00 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

Official notice of the promotion of General Leonard Wood to the rank of Major General has been received at Manila. The order took effect on 8th inst.

H. M. OUNIBAT *Bridgeman* arrived from Wei-hai-wei yesterday, which port he left on the 2nd inst.

The President of the United States has sent his thanks to the King of Portugal for the generous greeting given the American fleet at Lisbon.

KING Edward has sent a cordial message of thanks to the Irish people for their generous hospitality to him during his entire visit to the Emerald Isle.

OFFICIAL notice of the promotion of General Leonard Wood to the rank of Major General has been received at Manila. The order took effect on 8th inst.

A PARIS wire says the election of Cardinal Sarto as Pope pleases the French Government. It is hoped his policy will meet France half-way on the matter of the separation of Church and State.

Framing, fancy and artistically done by Le-Munyon, 31, Des Voeux Road.—*Advt.*

However much we must regret the false position created for H. E. the General Officer Commanding the Troops by reason of the advice tendered to him while administering the Government of the Colony last year when the Waterworks Consolidation Ordinance of 1902 was passed, we must express our satisfaction at the decision arrived at yesterday afternoon by the Legislative Council in rejecting His Excellency's motion that the Bill intended to replace the measure to which he assented as the Officer Administering the Government be not read a second time. Considerable sympathy must be felt for H. E. Major-General Gascoigne in the peculiar position he was forced to take up in opposition to the new law, for if ever any administrator had a more genuine feeling for the well-being of the Colony and its interests than administrator undoubtedly is the popular Officer Commanding the Troops in whom implicit faith is reposed by every section of the community in Hongkong. The objection entertained against the rider-main system, which has been erroneously represented as an undue concession to the Chinese is, after all, and has been held to be, a distinct advantage which will accrue to Hongkong in the matter of its water supply. We have it on the authority of H. E. the Governor that the principle of the system is approved of by the Director of Public Works and has actually been recommended by Mr. Osbert Chadwick who went further and suggested that immediate steps might be taken for its introduction in the Colony at the earliest possible date. The effects are two-fold. It will mitigate the evils of the intermittent system; it will be a permanent improvement inasmuch as it will facilitate the detection of waste and will greatly help the voluntary introduction of meters. It has been urged in certain quarters with rather more force than discretion that the introduction of this system is a concession to Chinese wishes. It has been the policy in these very quarters to decry whether reasonably or unreasonably, against any measure by which our Chinese fellow-citizens are calculated to be benefited. We hold the view that, with reason, they should participate, in the fullest measure, in the benefits which the Government of the Colony is able to confer upon its inhabitants without discrimination of class or creed. The Attorney General has put it in the precise form which, in our opinion, might well be recognized by the persistent opponents of the Chinese. Had the members of the Chinese Commercial Union rested satisfied with the law as passed in 1902, the result achieved, or within measurable distance of achievement by the legislation now introduced, could never have been attained. A select committee of the Chinese Commercial Union, consisting of Messrs. Fung Wa Chun, Ahmet Rumjahn, Ho Kam Tong and Chan Kang Ya, was appointed by the members to advocate the adoption of the system now shortly to be introduced, and the steps they took with the co-operation of H. E. the Governor to bring the matter to the notice of the Secretary of State for the Colonies are as satisfactory as the result of the action is likely to prove beneficial to the community of Hongkong.

A TERRIFIC shock of earthquake occurred at San Francisco on 3rd inst. lasting forty-five seconds. Many buildings were more or less wrecked, some being entirely demolished. At this time the number of those injured by falling roofs and walls is not yet known, say a wire of that date.

Mail your films and Kodak orders to Le-Munyon, P. O. B. 368.—*Advt.*

THE Civil Commission have appropriated \$375,000 for the Philippine exhibit at the St. Louis Exposition. This will bring the total for the exhibit with what has been contributed by the Directors and available from other sources up to \$1,000,000.

THE new dry dock of the Ilakodate Dock Co. has been opened, the N.Y.K. steamer *Higomaru* being the first vessel taken in. The opening ceremony was attended by about 700 guests, before whom President Sonoda of the Company delivered an address.

A TOKIO wire of 4th inst. states:—The Japanese Government is buying all the bread-stuffs she can get her hands on. Russia seems to be hampering this movement in the Orient. Every steamer coming here from America brings great quantities of flour, biscuits, etc.

A TERRIFIC shock of earthquake occurred at San Francisco on 3rd inst. lasting forty-five seconds. Many buildings were more or less wrecked, some being entirely demolished. At this time the number of those injured by falling roofs and walls is not yet known, say a wire of that date.

Mail your films and Kodak orders to Le-Munyon, P. O. B. 368.—*Advt.*

THE Civil Commission on 4th inst. passed an act appropriating \$1,000,000 for the purchase of silver bullion, for the Philippine peso.—Governor Taft issued an Executive Order directing all departments of the Government to indicate the new Philippine peso by means of a letter "P" with two horizontal bars through the top of it.

MR. E. E. Corey has succeeded Mr. Charles M. Schwab as president of the steel trust. Mr. Corey is president of the Carnegie Steel Company, and has been acting as assistant to Mr. Schwab for some time past. The illness of the former president led to this change. The appointment of Corey has the cordial approval of Schwab.

THE editor of *Bradshaw*, Mr. Wirt Gerrard, furnished the *Daily Mail* with an account of ways round the globe, and pointed out that if only the companies interested agreed so to arrange that passengers and mail transferring at each terminus might go forward without delay, it would be possible to go round the world in 60 days with ease, comfort, and economy.

IN spite of the stringent measures adopted by the Philippine Commission to fight the locust, reports from the provinces indicate fears that this pest will cause another failure of crops. Millions of the destructive insect are swarming in almost every section of the Archipelago and human effort seems to be powerless to check their progress of destruction or prevent their propagation.

PROFESSOR Kumamoto, of Tokio, an inspector of schools and professor of higher political economy, who has been sent to Great Britain by the Education Department of the Japanese Government to study the systems of commercial education in that country, has been on a visit to Miss E. Price Hughes, M.A., of Penrhyn, Barry, who only returned home in June after a prolonged educational visit to Japan.

A ROUGH count from the schedules shows that the population of the Philippines is 6,976,574, Manila having 219,941 inhabitants.

THERE is a marked shortage in sheep, caused by snow, and the price of Australian wool and mutton is expected to rule high.

BEFORE leaving Shanghai the *Pembrokeshire* was fitted with a false floor by the New Engineering and Shipbuilding Works.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

One more chance to buy a Kodak for \$5; a good Kodak. Le-Munyon, 31, Des Voeux Road.—*Advt.*

THREE cases of plague occurred during the twenty-four hours ended at noon to-day. They were Chinese.

A CIVIL List Pension of £20 a year has been granted to Mr. Justin McCarthy for his services to literature. The pension operates as from last October.

THE cases of the American Government against Dominador Goar were set down in the Court of First Instance for trial to-day, and the 12th, 13th, and 14th inst.

MR. Hall Caine has confessed that his next novel will deal with life and customs in Iceland, and he is going there for six months to study the region and get the local colour.

THIRTY people were killed at Breslau, Prussia, on 4th inst., in the wreck of an express train. Among the dead are a number of very well-known persons. The list of the injured is a long one.

WITH trouble raging in Bulgaria, Macedonia, Albania, Servia and other Balkan states, now comes word of additional outbreaks in Armenia! The Turks are again murdering Christians, says a New York wire.

A DISPATCH from Cowes, of 5th inst., says that the *Meteor*, the yacht of Emperor Wilhelm of Germany, won the race for the King's Cup. The *Meteor* was built in the United States. It was turned out there as a tribute to the ability of American yacht builders.

Fresh Kodak film, plenty of them, at Le-Munyon, 31, Des Voeux Road.—*Advt.*

THE members of the Pollard Comedy Company arrived from Manila per the *Sungtang*, this morning, having had a pleasant trip and a beneficial change from a trying season in Manila. They have been looking around to-day and to-morrow night will witness their first performance in Hongkong when the farce-comedy *Tom, Dick and Harry* is to be presented.

A WASHINGTON dispatch says that advises received from the War Department from Manila indicate that the Philippine Commission may determine to exercise the right of eminent domain to acquire the lands of the religious orders in the Philippine Islands, unless Archbishop Guidi, Papal Delegate, comes to some agreement with the Philippine Government, within a short time.

THE *Terra Nova*, the boat purchased by the Government as the *Discovery*'s auxiliary relief vessel, was built at Pannure Shipyard, Dundee, by A. Stephen and Sons, in 1884. Eight years ago she was bought by Bowring and Company, the seal fishing company of Newfoundland, and owners of the whaling fleet. The *Terra Nova* is an exceedingly powerful ship, being considered the best whaler constructed at Dundee within the last 10 years. The new relief vessel, was expected in Dundee last month to be overhauled by the Dundee Shipbuilding Company, the builders of the *Discovery*.

CHINESE Turkestan spreads a desert of drifting sands from the Pamirs to Tibet, and here Dr. Aurel Stein has recovered the story of nearly 2,000 years since, which he tells in a volume about to be published by Mr. Fisher Unwin. More than 100 miles from the borderland of extreme present cultivation he found buried dwellings, temples, and groves of fruit trees lost beyond memory even of tradition; as well as hundreds of written records—on wood, on leaf, and on parchment—in Sanskrit, in Chinese, in Tibetan, and a lost tongue. It may well be years before all these finds are read and understood, but Dr. Stein endeavours to explain, as far as may be, how Pallas with the *regis* and a Greek *Eros* are the seals on these Central Asian documents of just 2,000 years ago.

THE wreck of the s.s. *Paul Doumer* as she now lies about 134 miles due south of the White Rock and about eight miles North-East of Raleigh Rock, together with all her anchors, chains, gear, stores, appurtenances and cargo, will be sold in one lot by Mr. Geo. P. Lamert, at his sales rooms, on Saturday, the 15th instant, at 12 (noon).

FATAL ACCIDENT ON THE S.S.
"CHEE YUEN."

HONGKONG MAN KILLED.

It is reported that while the China Merchants steamship *Chee Yuen* was leaving Woosung harbour on her way to the Colony on the night of 5th instant, one of her steam pipes burst, causing fatal injuries to the third engineer. We understand that the ship had been overhauled at Shanghai and was making for the open sea when the accident occurred. Mr. Matthey Azvedo, junior, the third engineer, whose parents reside at Kowloon, was scalded to death, and the second engineer, who went to his comrade's rescue, was injured by the escaping steam. The master had the ship turned round and conveyed the body to Shanghai, where the damage to the vessel was made good, and the second engineer removed to hospital. She left later for Hongkong and arrived here about 5 p.m. to-day. The deceased, who was only 30 years of age, returned to the Colony a few months ago having been to London where he passed his examination for the second engineer. The body will probably be brought to Hongkong for burial.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NEW TERRITORY

LAND CLAIMS.

There was opposition at yesterday's Council meeting to the third reading of the Bill entitled an Ordinance to amend Ordinance No. 18 of 1900, entitled an Ordinance to facilitate the hearing, determination, and settlement of land claims in the New Territories, to establish a Land Court, and for other purposes.

The Attorney General proposed, and the Colonial Secretary seconded, that the Bill be read a third time.

Hon. Dr. Ho Kai-Sir, I do not think I can give my support to this Bill for the third reading. My reasons I gave in committee at the last meeting of Council, and I will not trouble hon. members by repeating them. I only wish to remind the Council that my principal objection to the Bill was that it is retrospective, and if it passes into law it will very likely cause great hardship and do injustice to certain claimants and also unsettle the title and rights of third parties, who had either directed to purchase from the original claimant or had already paid the purchase money upon the faith that the claim, once having been admitted by the Land Court, was all sufficient. For that reason I think the Ordinance should not be passed, and I propose to oppose it as a protest against its passing.

The Attorney General—The grounds on which the hon. member opposes the third reading of the Bill are so generally stated by him that I cannot answer him. What the hardship and injustice can be to anybody to have the decision of a claimant reviewed in open court it is difficult to perceive. So far as I can see, what he calls hardship will be felt only by some speculators in land. Some purely speculative dealings in land may not realise the expectations of those who have been making such speculations. The Council does not recognise these speculations, nor does the law. Supporting, for the sake of argument, a man cum before the Land Court and established a claim before the Land Court, which has allowed the claim of the original claimant who paid \$100. A considerable period elapses, the Land Court has a great amount of work to do, and does not always get its report in with great rapidity. The papers come before the Governor-in-Council, who under the 1st section, I think, of the Land Court Ordinance has the duty cast upon him of determining whether, the Land Court having allowed the claim, he shall grant a title. The House will see at once that there is a great distinction between a claim and a title—allowing a claim and granting a title; nothing can be sold until a title has been granted. The question for the Governor-in-Council is whether a title shall be granted or not be granted, but that the land shall be retained for the public benefit. The law requires that that person, whose claim was allowed shall be granted compensation. What does that compensation amount to? The compensation that man is entitled to is \$100. He has sold his claim for \$100, and all that he is entitled to get from the Government as compensation is \$100. What has been done in many cases has been a purchase, on pure speculation, of a claim that subsequently disallowed, and it is to these cases that the

TELEGRAMS.

(Reuters.)

Russian Consul Shot.

London, 7th August.

M. Mostkovsky, Russian Consul at Mombasa, while returning to the town from the plains, was shot dead by a Turkish gendarme with whom, it is stated, he had an altercation over the gendarme's omission to salute.

Coronation of the Pope.

The Coronation of the Pope was a brilliant ceremony.

Attempted Assassination of a French Minister.

M. Combes, Minister of the Interior, was fired at twice with a revolver at Marseilles, escaping unhurt.

(Cablegrams)

Manchuria.

Washington, August 7th:

Business men all over the United States are anxious at the possibility of losing entrance to Manchuria for American goods. Though some days ago there was assurance that there would be an open door in Manchuria for England, America and Japan, the manufacturers and merchants of the United States want the matter in black and white. At present Russia is gobbling most of the trade, and every obstacle to trade except with Russia is interposed.

Russia and Korea.

Tokio, August 7th.

Russia has a concession from the Korean Government at the mouth of the Yalu river.

The lease is for 99 years, but Korea has demanded in return from Russia the removal of all its telegraph wires.

The Servian Massacres.

Belgrade, August 7th.

Serbia has not settled since the blood of King Alexander and Queen Draga was shed. Now the men who assassinated them fear death themselves. A plot has been discovered to do away with the present Minister for War and others. Doubts: it included King Peter who succeeded Alexander, and who is charged with having plotted his predecessor's death.

It is believed now that the Servian plot to kill Alexander and his ministers was hatched in Vienna by the so-called Servian revolutionary committee.

THE REMOVAL OF CUBICLES.

PROCEEDINGS STAYED.

We learn that the Government has given instructions to stay proceedings regarding the removal of cubicles in Chinese buildings under the new Public Health Ordinance. The officials are apparently awaiting the report of the sub-committee of the Sanitary Board.

LOONGSANG CASE AGAIN.

CAPT. WEIGEL MAY BE TRIED.

Judge Crossfield, of the Court of Customs Appeals, rendered a decision in the case of the United States against Weigel, master of the *Loongsang*, dismissing the case as to the defendants, Smith Bell & Co., the s.s. *Loongsang* and Captain Weigel, and directing that proper criminal proceedings be filed against Captain Weigel.

Act 356 of the Civil Commission provides that for certain violations of the Customs laws the Attorney General shall begin a criminal action against the offender. The Court in this case finds that Act 355 puts the Immigration Law on all fours with the Customs laws in this regard, and that therefore it is the duty of the Attorney General's office to bring a criminal action against the alleged violator of the Immigration Laws.

The decision is in the form of a ruling on the motion to dismiss the case made by Collector Shuster under the order of the Court of First Instance.

The question involved in the ruling is the right of the Collector of Customs to bring action against and punish persons for the violation of the immigration law. The finding of the Court on this question of law is that the Collector of Customs has not the authority under the law to bring such action or punish such violation but that this authority and responsibility lies with the Attorney General of the Islands.

The history of the present case is well known. The defendant Weigel, master of the *Loongsang*, was not found having landed or having allowed to land a Chinaman, Go Jug-o, who was not entitled to land by the provisions of the Immigration Act. Collector Shuster levied a fine on the S.S. *Loongsang*, which was guaranteed by the owners of the vessel pending a hearing upon the question of the Collector's authority to punish the alleged violation. Injunction proceedings were instituted, in the Court of First Instance, restraining the Collector from carrying out his instituted fine. During the progress of the action in the Court of First Instance Collector Shuster was fined for contempt and in the end the temporary injunction was made permanent and the Collector was ordered to withdraw his case in the Court of Customs Appeals against Weigel. Upon this order of the Court of First Instance, Collector Shuster filed a motion to dismiss his action in the Court of Customs Appeals and the present finding of Judge Crossfield is upon this motion to dismiss.

The finding of the Court of Customs Appeal may be reviewed by the Supreme Court of the United States, as it involves the construction of a statute of the United States. It is not known whether any appeal will be taken. Under the peculiar circumstances in which the Collector finds himself he would have to appeal from a decision allowing his own motion if he were to appear in this phase of the case. Some of the local legal lights say that this would place the Collector in the position of the man who attempted to lift himself by his bootstraps—*Cablegrams*.

THE NEW WATER BILL.

AN EXPLANATION BY H.E. THE GOVERNOR.

but the amendment I propose is that the second reading of this Bill be postponed until the whole Bill can be discussed thoroughly by the Executive Council.

The amendment was not seconded.

His Excellency—Although no one has seconded the amendment proposed by H.E. the General Officer Commanding the Troops, still I think it is, as well that I should place the Council in possession of the facts of my position in this matter, regarding which there is a certain amount of misconception. Undoubtedly the usual course with this Bill would be to place it before the Executive Council, and I may tell you that as a matter of fact the papers have already been before every member of the Executive Council, who are all here. However, I should like to tell you in a few words as I can what has taken place with regard to this Bill. On the 29th of August a petition was sent forward in reference to the Ordinance of last year. An unsigned copy of that petition was sent to the Secretary of State by the Officer Administering the Government, with his remarks upon both the Ordinance and the petition. On the 3rd of September the signed petition was sent forward by the Officer Administering the Government with a despatch which stated that it was signed and practically unanimously supported by the principal Chinese landowners, merchants, traders, and shopkeepers. On the 6th of September another despatch was forwarded conveying the suggestion that an amount of money should be authorised for the purpose of supplying street fountains, but that if the Bill which had been sent home was not approved, that money would not be required. I returned to the Colony on the 9th of September, and a short time after my return the papers were sent up to me simply for my information. I saw that an Ordinance—this Water Ordinance—had been passed, and I think I remarked it was an excellent Ordinance. I did not read it, and knew nothing more than that it was an Ordinance for the purpose of preventing waste of water. On the 31st of October I received the following telegram:—

"Referring to your despatches Nos. 393 and 404 despatches by the Officer Administering the Government [I consider] in view of the influential signatures that action should be suspended. It is my intention to consult Mr. Chadwick and Prof. Simpson. Is compromise possible? Please forward your views." Well, now, I think that on the last occasion on which H.E. the General Officer Commanding the Troops spoke on the subject, he said the answer to that telegram should have been "No; for we know no other way of preventing waste than the way recommended by Mr. Chadwick, the expert you yourself sent out." I admire his firmness very much, and I have no doubt it is a very pleasant feeling to now and again to be able to call the tune while your neighbour pays the piper. For the first time, after I received that despatch, I got a copy of the Ordinance and I examined the Ordinance, I examined the petition, and I examined Mr. Chadwick's report of the 10th April, and I did not think that the answer should be "No," because, having read the Ordinance for the first time, and also these other documents, I came to the conclusion that a compromise was desirable, very desirable. I communicated with the Chinese community, and on the 14th of November the representatives of the Chinese met, and they forwarded to me the following resolution: "Resolved.—That this meeting approve of the system of rider-mains; (2) that the cost and expense in connection with the laying of rider-mains be met by a special tax on the landowners of Chinese houses, and the increased cost of maintaining such service be met by a permanent tax of 4 per cent. on the rateable value of Chinese houses; (3) that should the owners of European houses desire to adopt rider-mains they should pay a special tax; and (4) should owners of property refuse to pay a special tax and adopt the rider-main system, they should be bound to adopt the meter system."

Well, when I received that resolution, I forwarded a telegram to the Secretary of State, saying that the Chinese community agreed to the adoption of the rider-main system, the entire expense being borne by owners of property affected, and that I considered this compromise satisfactory. The matter was then hung up. We waited for communication from home and the first communication received from home was received in the middle of March. That communication was enclosing Mr. Chadwick's report. I may say that a month later we received a despatch enclosing previous letters from Mr. Chadwick to the Crown Agents through whom the matter was referred to him for report, and this is his letter, written on 12th February:—

"In reply to your letter of yesterday's date, I have the honour to state that I am engaged in writing my report on the Hongkong Water Ordinance and that I hope to have it completed in the course of a week or so. I may say that the Ordinance as it stands is not one to which the Royal assent should be given, and with your permission I will consider the alterations that are necessary to make it a really workable enactment. I doubt whether any time will be gained by submitting a report on the ordinance without some suggestions as to its amendment." The other document I received was Mr. Chadwick's report. It was a long one and I find in section 13 he says:—"Since the petition of the Chinese householders has been under consideration a telegram has been received to the effect that the Chinese community agree to rider-mains. This is an arrangement which I suggested when last in Hongkong to mitigate the evils of the intermittent supply of water, always serious, but more so when the system of distribution pipes is not as in the present case expressly designed for this system of water distribution." Then he summarises the advantages of the rider-main system and in section 18 he says:—"I cannot remember whether I had any part in drafting the Ordinance in question, as regards the text at least. Its date is subsequent to my departure." During the

latter part of my visit I was fully employed in conjunction with Professor Simpson and other officers of government in the consideration of the Sanitary and Buildings Ordinances. Be this as it may, I am free to admit that the enactment, if I am responsible for its draughtsmanship, is lacking in precision." Again in section 28 he writes:—"I observe that the petitioners accept the rider-main system, a resolution which is confirmed by telegram. I recommend that immediate steps be taken to introduce it at the earliest possible date. Its effect will be two fold. It will mitigate the evils of the intermittent system, and secondly, it will be a permanent improvement inasmuch as it will facilitate the detection of waste." Thirdly, it will greatly facilitate the voluntary introduction of meters. Any tenant wishing for a constant supply at all seasons may remain connected with the principal main. It might even be well to give instructions to carry out the rider-mains without waiting for the submission of this report or for its transmission to the Colony." Now, as is usual, those despatches were laid on the table for the information of the members of the Executive Council immediately on their receipt, but, as I said, this had been hung up pending the reply to these regions and despatches. Then the matter got into the hands of the Director of Public Works for the purpose of considering how the principle of the rider-mains could best be adopted; and it was not until a month ago that it came back and was in point of fact ready for consideration by the Executive Council. Now in ordinary cases it would have been considered by me in Executive Council and it was so intended and I believe I am right in saying it was brought on here with other Bills that were ready for this Council; and in the face of such reports as these, I have no doubt in my mind and I think I am safe in saying the Executive Council would have accepted the principles so clearly laid down by Mr. Chadwick. I share in the surprise of His Excellency the Major-General Commanding the Troops at the apparently sudden change in the feelings of Mr. Chadwick as to the necessity for these rider-mains. At the same time I cannot close my eyes to the fact that in the report of 10th April he had recommended these rider-mains and that it was on his recommendation that the original petition had been framed. I think it right to tell you so much, because I think it is well to make my position in this matter perfectly clear. I do not see any necessity for its being taken out of the hands of the Legislative Council and I simply put the motion that has been put by the Attorney General that the Bill be read a second time.

The motion was carried, and the Bill was read a second time.

Co-day's Advertisements.

THEATRE ROYAL.

UNDER THE DIRECTION OF CHARLES A. POLLARD, BUSINESS MANAGER ... ALEX. MIDDLETON, GENERAL MANAGER ... JAMES MACMAHON.

AN IMPORTANT AMUSEMENT EVENT.

POSITIVELY A SHORT SEASON,

Commencing

AUGUST 12TH WEDNESDAY AUGUST 12TH

12TH THURSDAY 13TH

13TH

THE POLLARD FARCE-COMEDY COMPANY

Including the Popular Comedian,

EDWARD NABLE,

THE POLLARD LAUGH-MAKER FARCE-COMEDY COMPANY

THE POLLARD "TOM" FARCE-COMEDY COMPANY

THE POLLARD DICK FARCE-COMEDY COMPANY

THE POLLARD AND FARCE-COMEDY COMPANY

THE POLLARD HARRY FARCE-COMEDY COMPANY

FRIDAY AND SATURDAY AUGUST 14TH AND 15TH

ANOTHER GREAT MIRTH-PROVOKER

"My Soldier Boy"

"My Soldier Boy"

Absolutely no expense has been spared.

NEW AND ELABORATE SCENERY, PROPERTIES, AND FURNITURE FOR EACH PRODUCTION.

All productions will be under the personal supervision of Mr. EDWARD NABLE.

PLAN OF RESERVED SEATS AT THE RIBRON PIANO CO., LTD.

PRICES ... \$3.2, and 1

MILITARY TICKETS TO BE OBTAINED FROM THE COLONIAL SERGEANT.

Hongkong, 11th August, 1903. 1965c

SHANGHAI AND HONGKONG DYEING AND CLEANING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE STATUTORY MEETING OF THE ABOVE COMPANY WILL BE HELD AT THE COMPANY'S OFFICE, NO. 5, VICTORIA BUILDINGS, ON SATURDAY, 15TH AUGUST, AT NOON.

G. C. MOXON, General Manager.

Hongkong, 11th August, 1903. 1966c

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. STEAMSHIP

KONIGSBERG.

Captain Mayer, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before noon to-day.

Any cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No claim will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 3 P.M.

No fire insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 11th August, 1903. 1967c

S.S. "CALEDONIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES OF CARGO FROM LONDON EX S.S.

ADOUR AND MITOPAN, IN CONNECTION WITH ABOVE STEAMER, ARE HEREBY INFORMED THAT THEIR GOODS, WITH THE EXCEPTION OF OPIUM, TREASURE

AND VALUABLES ARE BEING LANDED AND STORED AT THEIR RISKS INTO THE GODOWNS OF THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED, AT KOWLOON, WHENCE DELIVERY MAY BE OBTAINED IMMEDIATELY AFTER LANDING.

OPTIONAL CARGO WILL BE FORWARDED UNLESS INTIMATION IS RECEIVED FROM THE CONSIGNEE BEFORE NOON, TO-DAY, THE 10TH INSTANT, REQUESTING IT TO BE LANDED HERE.

KILLS OF LADING WILL BE COUNTERSIGNED BY THE UNDERSIGNED. GOODS REMAINING UNCLAIMED AFTER MONDAY, THE 17TH INSTANT, AT NOON, WILL BE SUBJECT TO RENT AND LANDING CHARGES.

ALL CLAIMS MUST BE SENT IN TO ME OR BEFORE THE 17TH INSTANT, OR THEY WILL NOT BE RECOGNISED.

ALL DAMAGED PACKAGES WILL BE EXAMINED ON MONDAY, THE 17TH INSTANT, AT 3 P.M.

NO FIRE INSURANCE HAS BEEN EFFECTED.

G. DE CHAMPEAUX, Agent.

Hongkong, 10th August, 1903. 1968c

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE COMPANY'S STEAMSHIP

"INABA MARU."

HAVING ARRIVED FROM THE ABOVE PORTS, CONSIGNEES OF CARGO ARE HEREBY INFORMED THAT THEIR GOODS ARE BEING LANDED AND PLACED AT THEIR RISK IN THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS AT KOWLOON, WHERE EACH CONSIGNMENT WILL BE SORTED OUT MARK BY MARK AND DELIVERY CAN BE OBTAINED AS SOON AS THE GOODS ARE LANDED.

OPTIONAL GOODS WILL BE CARRIED ON UNLESS INSTRUCTIONS ARE GIVEN TO THE CONTRARY BEFORE NOON, TO-DAY.

GOODS NOT CLAIMED BY THE 18TH INSTANT WILL BE SUBJECT TO RENT.

ALL SHIP-DAMAGED PACKAGES MUST BE LEFT IN THE GODOWNS AND NOTICE OF SAME SENT TO THIS OFFICE BEFORE THE 18TH INSTANT, OR CLAIMS IN CONNECTION THEREWITH WILL NOT BE RECOGNISED.

NIPPON YUSEN KAISHA.

Hongkong, 11th August, 1903. 1970c

JAMES BUCHANAN & CO., SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING.

And

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LTD.
JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE:
GLASGOW and LIVERPOOL	"NINGCHOW"	On 14th August.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 20th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 26th August.
GLASGOW and LIVERPOOL	"DEUCALION"	On 4th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 9th September.
GLASGOW and LIVERPOOL	"JASON"	On 17th September.
GLASGOW and LIVERPOOL	"PAK LING"	On 23rd September.
GLASGOW and LIVERPOOL	"CALCHAS"	On 1st October.
S.S. "AJAX" left Moji on the 7th inst. for this Port and is expected to arrive about the 10th inst.		
S.S. "TEUCER" from Glasgow has arrived.		
S.S. "KINTUCK" from Glasgow and Liverpool has arrived.		
S.S. "NINGCHOW" left Singapore on the 8th inst. and should arrive here on the 14th inst. she sails for Pacific on the 15th inst.		
S.S. "TELEMACHUS" left Tacoma on the 9th inst. for Japan Ports and Hongkong.		

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, L'DON & A'WERP,	"TYDEUS"	On 18th August.
LIVERPOOL WITH TRANSHIP.		
MARSHAL SINGAPORE	"KINTUCK"	On 1st September.
MARSEILLES, L'DON & A'WERP.	"NESTOR"	On 15th September.
LIVERPOOL	"PINGSUEY"	On 22nd September.
MARSEILLES, L'DON & A'WERP.	"GLAUCUS"	On 29th September.
LIVERPOOL	"AGAMEMNON"	On 13th October.
MARSEILLES, L'DON & A'WERP.	"JASON"	On 20th October.
LIVERPOOL	"PAK LING"	On 27th October.
MARSEILLES, L'DON & A'WERP.	Taking Cargo for Liverpool at London Rates.	

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS.	"NINGCHOW"	On 15th August.
NAGASAKI, KOBE and YOKOHAMA.	"DEUCALION"	On 6th September.
For Freight, apply to	"CALCHAS"	On 2nd October.

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 10th August, 1903.

[8]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"SUNGKUANG"	13th August.
AMOY and SHANGHAI	"TIENTSIN"	13th
CHEFOO and TIENTSIN	"NANCHANG"	14th
CEBU and ILOILO	"HUNAN"	20th

* The Attention of Passengers is invited in the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 10th August, 1903.

[7]

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For.	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 15th Aug., at 10 A.M.
PERLA	1980	J. McGinty	MANILA, ILOILO and CEBU.	SATURDAY, 22nd Aug., at 10 A.M.
ZAFIRO	2540	R. Rodger		

For Freight or Passage, apply to

SHEWAN, TAMES & CO.,

GENERAL MANAGERS.

Hongkong, 10th August, 1903.

[1208d]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship Tons Captain To Sail
"INDRAPURA" 4,899 A. E. Hollingsworth Aug. 20, 1903.

"INDRASAMHA" 5,197 W. E. Craven Sept. 13,

"INDRAVELLI" 4,899 R. P. Craven Oct. 14,

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations Steamers Captains Sailing Dates.

FOR TAMSUI* "DAIGI-MARU" T. W. Groves THURSDAY, 13th Aug.

FOR FOOCHOW* "ANPING MARU" Goto SUNDAY, 16th Aug.

FOR TAMSUI* "DAIJIN MARU" T. Ogata WEDNESDAY, 19th Aug.

FOR ANPING* "MAIDZURU MARU" T. Saito

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUBEN KAISHA's steamers from Shanghai.

For Freight, Passage and further Information, apply at the Co.'s Local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 10th August, 1903.

[1379c]

THE HONGKONG TELEGRAPH, TUESDAY, AUGUST II, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,

REDUCED SALOON PAS-

SAGE MONEY.

SINGLE, \$20. RETURN, \$36.

STEAMERS fitted throughout with Electric

Light, First Class Accommodation, Unrivalled Table.

Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 8th July, 1903.

[180.1e]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw

Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONG-

to Hongkong the following days leaving

CANTON at 5 P.M. Unexcelled Accommo-

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong-

SHIU ON S.S. CO., LTD.,

No. 8, Queen's Road West,

Hongkong, 30th May, 1903.

[1322e]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain S. J. Payne, will be despatched as above

on SATURDAY, the 15th instant, at 4 P.M.

This Steamer has Superior Accommodation

for First class Passengers, and is fitted through-

out with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 10th August, 1903.

[1962e]

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

STEAM TO

YOKOHAMA AND KOBE.

THE Company's Steamship

"PERSIA,"

Captain Capigliotto, will leave for the above

places on TUESDAY, the 18th instant, P.M.

For Freight or Passage, apply to

SANDER, WIELER & CO.,

Agents.

Prince's Buildings.

Hongkong, 10th August, 1903.

[1963e]

Shipping.**Arrivals.**

Rubi, Br. s.s., 1,611, Almond, 10th Aug.—
Manila, P.I., 8th Aug., Gen.—S. T. & Co.,
Whampoa, Br. s.s., 1,100, Laver, 10th Aug.—
Shanghai 29th July, Gen.—H. & S.
Ellen Rickmers Ger. s.s., 997, Heinrichsen, 10th
Aug.—Swinton 9th Aug., Timb—rand rice,
S. W. & Co.
Kintuck, Br. s.s., 2,880, Robinson, 10th Aug.—
Singapore 8th Aug., Gen.—B. & S.
Britomart, Br. gunboat, 710, Lieut.-Comdr.
M. MacPherson, 10th Aug.—Wei-hai-wei 2nd Aug.—
Kowloon, Ger. s.s., 1,484, Steh, 10th Aug.—
Chinkiang 3rd Aug., Gen.—S. & Co.
Fausang, Br. s.s., 1,410, Mitchell, 10th Aug.—
Chefoo 3rd Aug., Gen.—J. M. & Co.
Helena Wyman, Am. b.s., 1,521, Amoy 9th
Aug.—Singapore 1st Aug., Dunstan—
Balast—Master.
Königsberg, Ger. s.s., 3,135, Mayer, 11th Aug.—
Singapore 5th Aug., Gen.—H. A. L.
Laertes, Br. s.s., 1,340, Torible, 11th Aug.—
Singapore 5th Aug., Gen.—H. S.
Toonan, Chir. s.s., 1,47, Best, 11th Aug.—
Canton 10th Aug., Gen.—C. M. S. N. Co.
Sungkiang, Br. s.s., 1,021, Outerbridge, 11th
Aug.—Manila 8th Aug., Gen.—B. & S.
Halmun, Br. s.s., 636, Gibson, 11th Aug.—
Tamsui 7th Aug., Amoy 9th, and Swatow
10th, Gen.—D. L. & Co.
Inaba Maru Jap. s.s., 3,834, Bainbridge, 11th
Aug.—London via Singapore 5th Aug.,
Gen.—N. Y. K.
Claythill, Br. s.s., 1,029, Selden, 11th Aug.—
Cardiff 21st June, Fuel—Admiralty.
Badenia, Ger. s.s., 6,400, Röden, 11th Aug.—
Fenchurch 9th Aug., Gen.—H. A. L.
Robilla Maru Jap. s.s., 2,399, Bishop, 11th
Aug.—Manila 8th Aug., Gen.—T. K. K.
Daiji Maru, Jap. s.s., 850, Groves, 11th Aug.—
Tamsui 8th Aug., Gen.—O. S. K.
Albany, Am. cruiser, 3,600, Rodgers, 11th
Aug.—Singapore 5th Aug.
Raleigh Am. cruiser, 3,213, Nazro, 11th Aug.—
Singapore 5th Aug.
Cincinnati, Am. cruiser, 3,213, Mason, 11th
Aug.—Singapore 5th Aug.

Departures.

Aug. 10.
Phoenix, Br. sloop, for Wei-hai-wei.
Aug. 11.

Yunnan, for Europe.

Thule, for Swatow.

Waihong, for Amoy.

Taishan, for Swatow.

Sabine Richmers, for Canton.

Gregory Apeur, for Calcutta.

Suisang, for Samarang.

Louisa, for Manila.

Quaria, for Swatow.

Kacchima Maru, for Singapore.

Loongmoon, for Shanghai.

Hailong, for Swatow.

Iyo Muru, for Seattle.

Pronto, for Port Arthur.

Hailan, for Pakhoi.

Kowloon, for Canton.

Whampoa, for Canton.

Passengers arrived.

Per Kintuck, from Singapore—186 Chinese.
Per Königsberg, from Singapore—200 Chinese.

Per Rubi, from Manila—Mr. and Mrs. H. Gannett, Chaplain and Mrs. Silver, Messrs. G. Pao, M. A. Mont, E. E. Wise, Capt. L. E. Rois, T. I. C. Wen, Messrs. E. A. Switzen, A. H. Holdern, Edison, Misses Tempest, Gale, Mrs. Forbes and infant, Miss H. Clements, Messrs. C. A. Pollard, J. Macmillan, Misses McDonald, Ascole, Messrs. H. Carr, W. Watson, P. Hayden, W. Lynch, E. Noble and A. Tullet.

Passengers departed.

Per Zafra, for Manila—Mr. and Mrs. J. N. Wolfsen, Miss M. Wolfsen, Mr. F. Julian, Mr. and Mrs. Barry Baldwin, Miss Dorothy Baldwin, Miss Monica Tedora, Mrs. Urma, Lawrence, Miss F. B. Mitchell, Misses L. C. Ang, Mr. Tim, T. C. Young, T. Jong, Pan Uco, T. Tatcoy, L. E. Mowbie, P. Guets, C. Caye, C. Congle, Telefson, Y. Jayco, Crescini, Vasquez, Astacio, Martinez, G. B. Chime, L. S. Sangle, T. Timothy, Juan Bernalis, C. Gau, C. Chinkle, A. Chunk, Y. Jeen, J. Tout, N. H. Toe, Y. Viengco, F. Insing, R. Niale, C. Ju, C. Angie, Tokulano, Akayamo, Mrs. Kiyono, Ahayamo, L. Yam, S. Tim, W. Man, C. Kew, C. Quianco, Chas. S. Sly, W. Shaw, Wm Johnson, and H. S. Martin.

Per Iyo Maru, for Seattle, &c.—Lieut. J. R. Campbell, Mr. and Mrs. E. P. Edwards, P. C. Freer, B. Laureano, H. S. Bevan, Misses E. Alliston, M. Alliston, Messrs. E. Ness, J. Bendy, she and W. Smith.

Per Kagoshima Maru, for Singapore—Messrs. R. Thompson and W. Dennis.

Ships Passed The Canal.

Outward—21st July—Glenurret, Benalder,

Flinshire, Abyssinia, 24th July—Bennoor,

Achilles, Ping Suey, 27th July—Achenavard,

Socotra, 28th July—Sambia, Comer, 1st

August—Bayern, Hitachi Maru, Glancus,

Salazie, 5th August—Danube, Tiberghien, 8th

August—Idomeni, Deudalton,

Homeward—24th July—Annam, 28th July

—Strassburg, Kawachi Maru, 1st August

Canton, 5th August—Perus en, 8th August

—Uyon, 8th August—Antenor, Marburg.

Steamers Expected.

Vessels	From	Agents	Due
Indrapura	Japan	P. & A. Co.	Aug. 12
Chusan	Singapore	P. & O. Co.	Aug. 13
Kasuga Maru	Nagasaki	N. Y. K. & Co.	Aug. 13
City of Peking	Manila	P. M. Co.	Aug. 14
Andalusia	S. I. cap re.	H. A. L.	Aug. 14
Glenurret	Singapore	J. G. B. G. Aug.	15
Lya	Jap. in	T. B. T. Co.	Aug. 15
Moji	S. I. cap re.	S. W. & Co.	Aug. 16
Emp. of India	Jap. in	C. P. R. Co.	Aug. 16
Malib	Wei-hai-wei	2nd Aug.	Aug. 16
Kowloon	Ger. ss., 1,484	Laver, 10th Aug.	Aug. 16
Chinkiang	3rd Aug., Gen.	H. & S.	Aug. 16
Fausang	Br. s.s., 1,410	Mitchell, 10th Aug.	Aug. 16
Chefoo	3rd Aug., Gen.	J. M. & Co.	Aug. 16
Doric	Japan	O. & Co.	Aug. 16
Lothian	San Francisco	C. M. Co.	Aug. 16
Indiaman	Portland	J. & A. Co.	Sept. 1

Shipping Reports.

Str. *Kintuck* from Singapore—Light moon, and fine.

Str. *Bodina* from Foochow—Fine weather, light S.W. swell.

Str. *Rubi* from Manila—Calm to light S.W. winds, throughout, smooth sea.

Str. *Laertes* from Singapore—Fresh S.W. monsoons, and moderate sea throughout.

Str. *Whampoa* from Shanghai—Stormy and fine weather, commencing stormy, middle fire, ending stormy.

Str. *Sungkiang* from Manila—Encountering strong monsoon to Manila and high sea, to Hongkong clear and fine, with light air, and calm, and smooth sea.

Str. *Whampoa* from Shanghai—Stormy and fine weather, commencing stormy, middle fire, ending stormy.

Str. *Bodina* from Foochow—Fine weather, light S.W. swell.

Str. *Rubi* from Manila—Calm to light S.W. winds, throughout, smooth sea.

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R. G. HECKFORD,
MANAGER.

August 10th.